

Today's
Advertisements.

PROGRAMME
OF THE
ORGAN RECITAL
TO BE GIVEN AT THE
UNION CHURCH,
BY
MR. GEORGE GRIMBLE,
ON
TUESDAY, 17TH DECEMBER, 1895,
AT 5.45 P.M.

- 1—(a) Air in Bourée..... G. F. Handel.
- (b) Lento Solo, "Ave Maria"..... Ch. Gounod.
- 2—Tenor Solo, "Gloria"..... Mr. C. W. LAMBERT.
- 3—Largo, from the Piano Solo..... Beethoven.
- (Arranged for the Organ by FRED. ARCHER, Organist of the Grand Organ, Alexandra Palace.)
- 4—Contralto Solo, and Aria..... Sebastian Bach.
- (a) "Heretich Zion" from the Christmas Oratorio.....
- (b) "The King of the Xmas"..... Peter Cornelius.
- 5—Andante Sostenuto..... Edward Ballie Op. 20, No. 3.
- 6—Soprano Solo, "Gloria"..... Ch. Gounod.
- 7—(a) Processional Hymn in E flat Major "Adoro Te"..... Wily.
- (Organist of the Grand Organ of St. Sulpice, Paris.)
- (b) Sketch, originally written for Pédal Filler..... Op. 68 No. 1.

Hongkong, 12th December, 1895. [1753]

NOTICE.

THE MOORING BUOY at the GAP ROCK having DISAPPEARED, Masters of Vessels are requested to keep a look-out for it and pick it up if seen. A suitable reward will be given for its recovery and delivery at the HARBOUR OFFICE.

The buoy is Conical and painted Red.
R. MURRAY RUMSEY,
Road Comdr., R.N.
Harbour Master, &c.

NOTICE.

TENDERS will be received at the HARBOUR OFFICE up to Noon of the 21st instant, for "SWEEPING" the MOORING BUOY at GAP ROCK, which has disappeared, and which, it is probable, has started a rivet and sunk.

R. MURRAY RUMSEY,
Road Comdr., R.N.
Harbour Master, &c.

Hongkong, 6th December, 1895. [1747]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINT ORDINARY YEARLY MEETING OF SHAREHOLDERS in HONGKONG COMPANY, will be held at the 27th instant, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th November last.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th instant to the 27th instant, both days inclusive.

By Order of the Board of Directors,
W. HUTTON POTTS,
Secretary.

Hongkong, 12th December, 1895. [1748]

FOR BATAVIA, SOERABAYA, SAMARANG, VIA SINGAPORE.

THE Steamship

"TETARTOS,"

Captain Dine, will be despatched for the above Ports TO-MORROW, the 13th instant, at 4 P.M. For Freight or Passage, apply to WING CHEONG & Co. Agents.

Hongkong, 14th December, 1895. [1534]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI:
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, HANKOW and PORTS on the YANGTZEK.)

THE Company's Steamship

"ACHILLES,"

Captain Harvey, will be despatched as above TO-MORROW, the 13th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1895. [1750]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Steamship

"K'NSU,"

Captain Sommerville, will be despatched on MONDAY, the 16th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1895. [1751]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

Today's
Advertisements.

ST. JOHN'S LODGE
OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 12th instant, at 8 for 8.30 o'clock precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 12th December, 1895. [1694]

BROWN, JONES & CO.

ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY.

MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [1650]

THE HONGKONG DISPENSARY

has just received FRESH SUPPLIES OF

WHOLESALE

CONFECTIONERY

AND

DELICIOUS SWEETS,

of the HIGHEST QUALITY and PURITY.

These include—

CADBURY'S SPECIAL CREMES

PATE D'ABRICOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE,

NOUGAT, FRUIT JELLIES,

CRYSTALLISED FRUITS,

METZ FRUITS,

ASSORTED TOFFEES,

MIXED BONBONS,

FRY'S CHOCOLATES,

TANGERINE BISCUITS,

ORANGE PASTE, ORANGE ROLLS,

&c., &c., &c.

Together with the Latest Novelties in

FANCY BOXES,

which are very suitable as Seasonable Presents

for LADIES and YOUNG PEOPLE.

FRENCH

CONFECTIONERY and CONSERVES,

In Large Assortment,

from the BEST PARISIAN HOUSES.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

MARRIAGE.

On the 3rd December, at St. Andrew's Cathedral, Singapore, by the Ven. Archdeacon Perham, assisted by the Rev. E. J. Frayling, Garrison Chaplain, HENRY EDMOND BURKLEIGH LEACH, and B. Allen Northumberland Fullerton, son of Major-General E. Leach, C.B., to FLORENCE EDITH VICTORIA, daughter of Lieut. Col. W. H. Leach, C.B., Commanding and Northumberland Fullerton, Singapore.

DEATHS.

On the 27th November, at "Sunnyside," River Valley Road, Singapore, MARY J. M. MOSES, the wife of J. M. Moser, aged 76 years. At Madras, on the 13th November, WILLIAM THOMPSON, aged 78 years, late Chief Interpreter, Supreme Court, Singapore.

The Hongkong Telegraph

HONGKONG, THURSDAY, DECEMBER 12, 1895.

MORE ABOUT BEWILDERING QUESTIONS.

WHY GOVERNOR ROBINSON'S SALARY SHOULD BE REDUCED.

THE MILITARY MULET.

WHAT HONGKONG MUST DO.

In our last issue we directed attention to the grossly offensive, overbearing, unparliamentary conduct of the Governor and the Colonial Secretary at the meeting of the Legislative Council held on the 5th instant. Therein we exposed the mean subterfuge to which Mr. STEWART LOCKHART resorted to gain a temporary advantage over the Unofficials; we showed that there is not a vestige of constitutional government—government of the people by the people—in this Colony, and we exposed the injustice and tyranny of the "powers that be," who demeaned themselves by attempting to justify their refusal to answer plain questions in a straightforward manner on the grounds—(a) that no useful purpose could be served by producing certain correspondence which would throw light on a transaction which, as far as the evidence adduced is concerned, looks anything but creditable to the Executive; (b) because, apparently, plain questions "bewilder" the Government.

That there is full justification for protests against such offensive obstructiveness most of our readers will readily admit, and they will doubtless, at this juncture, be interested to know that all Colonial Governors do not conduct business in precisely the same manner as seems to be Sir WILLIAM ROBINSON'S wont. We refer to the Legislative Council at Poona, respecting which the *Bombay Herald* of the 11th instant states:—

"An extraordinary example existed for the purpose of the Bill to amend the Legislative Council Act, the meeting of the Legislative Council at Poona last Friday may be regarded as having been mainly convened with a view to enable the non-official members to address questions to Government. This is a satisfactory indication of the readiness of Lord Sandhurst and his colleagues of the Honourable Board to give information upon points which are necessary, and to explain when it is for the public interest to do so, the reasons for and the principles guiding their administrative action. Equally satisfactory is the evidence afforded by the list of questions, of a better appreciation, on the part of non-official members, of the limitations within which the right of interpellation should be used than was apparent when the privilege was first granted. So long as these indications exist that the principles underlying the right of interpellation is understood on both sides, the exercise of the right will be a most useful purpose in giving the honorable members an opportunity of bringing grievances to notice and at the same time affording a suitable medium to Government for disarming such criticism as arises from an incorrect or imperfect knowledge of administrative events."

Here, then, we find a Governor, Lord SANDHURST, to wit, who, to his credit be it said, goes out of his way, not to burke questions, but to give information upon points which were uncertain, and to explain the reasons for and the principles guiding his administrative actions. If Governor ROBINSON would do likewise he would show a better sense of justice and fairplay, and more consideration for the ratepayers of this colony, than he has hitherto exhibited. Let him take a leaf out of Lord SANDHURST'S book. We are none of us so perfect that we are past improvement. It is generally just the other way; we often have reason to think we are utterly and hopelessly past redemption.

In another part of this issue we publish an article entitled "The Utility of Colonial Governors" which goes far to show what a useless burden Governors are to the hapless ratepayers of Crown Colonies. With the well-informed writer of that article, which is taken from the *Times*, we cordially agree that "to give a man a salary of £6,000 or even £2,500, to fill a position the duties of which, dictated to him from London, can be done thoroughly by the head of the secretariat of the colony, whose salary is generally about one-fourth of that paid the Governor, is a *stupid waste*, especially in these days, when the colonies in question, every one of them, are beyond their financial depth and struggling hard for bare life." Barbados has, according to this writer, already taken action towards getting its revenue lightened of this burden of a useless Governor's salary, and he opines that it is almost certain that the other colonies will follow its lead. The suggestion is a very good one, and we trust to hear soon that Hongkong will follow the lead of Barbados. Surely Mr. CHAMBERLAIN can see the system; not through the haze of traditions, but in a clear, practical light; and it is to be hoped that he will either close the so-called "governorships," or select as Governors men capable of accepting personal responsibility, and

qualified in some special manner to further the material interests of the colony to which each is appointed. Even in this latter case an important reduction to their salaries should, as the writer in the *Times* states, be made. Surely, as far as Governor ROBINSON is concerned, no one will go so far out of the paths of virtue and truth as to aver that the Colonial Secretary could not do the whole of the duties allotted to the Governor as well as his own. Is it not a fact that Mr. STEWART LOCKHART has before now virtually performed the duties of the dual post, of Governor and Colonial Secretary, and have not other Colonial Secretaries done the same thing times out of number? Are not Governors costly figure-heads, and little more, at the best? The post of Governor of Hongkong is a sinecure, if ever there was one, which should be abolished or the salary attaching thereto be made proportionate to the duties and responsibilities of the office.

The article reproduced in this issue from the Singapore *Free Press*, dealing with the Military Mulet, is one of the most ably conceived and pertinently expressed leaders which has ever been written on this much-vexed question. With our Straits contemporary we are quite at one, that the Hongkong case is in some ways very different from the Straits case; that the Imperial contribution (literally, tribute) should be a fixed ratio to annual revenue; and that before any such application of the principle be put into force the strictly municipal heads of the budget be eliminated from the calculation. This not only should, but must, be fought for. If necessary, for, as our shrewd contemporary avers, "there is no honest vindication possible for any contention to the contrary." We trust the Unofficial members of the Council will remember that the injury to the ratepayers resulting from a capitulation on this vitally important point will not be a mere sentimental injury, but that, on the contrary, the struggle will be watched throughout the Empire, and that surrender will be greeted with joy and rejoicing by the enemies of the constitutional government of Crown Colonies and with shame and dismay by our friends and sympathisers in all parts of Her Majesty's dominions. "If," as the *F. P.* truly states, "Mr. CHAMBERLAIN has been so much occupied with other matters as to allow an Under Secretary of State to say on his behalf that Hongkong municipal funds are to come into the revenues that are to be taxed for Imperial purposes, it must be the business of Hongkong to show him that he makes a mistake of a very grave character." A mistake, we would add, that calls for immediate rectification, and which must be fought against by the whole community, through its representatives, to the bitter end.

TELEGRAMS.

REUTER'S MESSAGES.

TURKEY AND THE GUARDSHIPS.

LONDON, December 10th.

An Trade has been issued authorising the additional guardships to pass the Dardanelles.

SAID PACHA.

Said Pacha has left the British Embassy at Constantinople and returned to his own residence.

THE ITALIAN REVERSE IN ABYSSINIA.

Further particulars state that 27 officers, 40 non-commissioned officers, and the crews and men of a mountain battery, and Major Toselli were massacred at Ambagall, after six hours' desperate fighting. The Italians were crushed by vastly superior numbers. Four thousand troops are leaving Naples as reinforcement.

GREAT BRITAIN AND VENEZUELA.

A British ultimatum has been finally presented to Venezuela.

(Special to *Stam Observer*.)

LADY G. HAMILTON DECORATED.

LONDON, November 27th.

The Queen-Empress has conferred on Lady George Hamilton the Imperial Order of the Crown of India.

THE ASHANTEE RACKET.

LONDON, November 27th.

Prince Henry of Battenberg, who was not permitted to go to Kemsale with the regulars, has decided to go as a volunteer.

THE WAR INDEMNITY.

LONDON, November 26th.

China is arranging for a loan with an Anglo-German syndicate for the payment of a further instalment of a war indemnity due to Japan.

THE TRINIDAD DIFFICULTY.

LONDON, November 26th.

The English Government has proposed that an arbitration should decide the ownership of the island of Trinidad, claimed by both England and Brazil.

LOCAL AND GENERAL.

PROF. C. J. Whitney will appear in humorous and dramatic readings and character sketches at the City Hall to-night at 9.15 p.m.

THE Bishop of Mid-China (the Rev. Dr. Moule), with his wife and two daughters, have left London for Shanghai per P. and O. steamer *Paramatta*.

THE ninth ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd., will be held at Telegraph House, Queen's Road Central, on Friday, the 27th inst., at noon.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in the Freemasons' Hall, Zealand Street, this evening, at 8 for 8.30 o'clock precisely. Visiting brethren are cordially invited.

ACCORDING to the *Telegraph* correspondent of one of the Shanghai native papers, prices ranging from 70 to 110 per 100 have been paid for lead in the new German Concession at that port.

THE annual meeting of the seat holders attending St. John's Cathedral was held at the City Hall yesterday. The proceedings were a very busy, stormy, and as we purpose writing up a pretty complete report of the discussion and have no time to do justice to the subject to-day we hold over our report till to-morrow.

THE article from the Singapore *Free Press* published in another part of this issue ought to be carefully read by all who take a real and honest and not merely a superficial interest in this much governed colony.

THE *Centurion* "Black Reelers" gave a very successful performance in the Town Hall, Singapore, on the 4th instant, in aid of the funds for the sufferers by the *Edgar* disaster. Can't Hongkong do better?

THE Shanghai Philharmonic Society gave a concert in the Lyceum Theatre on the 4th inst. It was a pronounced success. The orchestra consisted of thirty instruments, all amateurs, of which ten only were "volunteers."

WE have been requested to state that Lady Clarke has kindly consented to give away the prizes won at this year's Regatta, and these will be handed to the fortunate winners in the gymnasium on Saturday at 2.30 p.m.

A BERLIN correspondent of a London daily reported on 6th ultimo that the Russian frigate *Grozyashchi* had arrived at Kiel en route for the Baltic fleet were notified to pass through the North Sea Canal during the course of November.

DON'T fail to read the article headed "The Utility of Colonial Governors" published in another part of this issue. It contains home truths which should be committed to memory by the tax-payers in all overtaxed Crown Colonies, such as Hongkong undoubtedly is.

AN express reached this office to-day from Shanghai which is all about tar and feathers, Pootung Wharf, manure, *Humphreys Clock* and goodness knows what else. It is a puzzle, and all we can make out is that somebody, or something, has escaped from Shanghai who is believed to be just the very thing to fill the post advertised by the proprietors of *Humphreys Clock* on Tuesday last.

THE *Port Darwin Times*, in a recent issue, thus:—In connection with the recent troubles in Formosa between the Japanese and the Black Flag soldiers, it may be of more than passing interest to mention that two individuals rather well-known in Palmerston, N.T., took a somewhat prominent part in settling the matter between the contending parties. These were Messrs. McCallum and A'iston.

TONS of muscular Christianity in Rangoon. Read this from the *Rangoon Times*:—A *dhole* went the other day to collect his washing bill from a missionary and was promptly thrust out, first with a slipper and afterwards with a club. The alleged reason for this onslaught was that the *dhole* could not wash properly. Cleanliness is next to godliness. It was too near that time to be quite comfortable. Tussle, next!

On the 4th instant at the Shanghai Mixed Court two police informers were convicted, on evidence collected by Inspector Reed, of receiving money from the gamblers who infest the outskirts of the Model Settlement, on the understanding that they were to give timely warning of the movements of the Police. They were sentenced to 400 blows each and one year's imprisonment. Rather hard on the hapless "small fry," isn't it?

THUS the Sydney *Bulletin* of the 6th ultimo re-echoed, long-ears, sharp-eyed, know-every-one's-business-but-your-own young men:—"The eternal fitness of things. At its last meeting Sydney Short-hand-writers' and Typists' Association held a 'mock banquet,' which, it hopes, will be followed by 'the real thing' next month. Hope burns eternal. It is not surprising to find the poor typists 'drinking' out of empty glasses, considering the rates of pay now current. Deuced hard lines, don'tcher know?"

ON the 30th ultimo the Tientsin Club ceased to be a proprietary one, and the Members took the whole concern over. For some ten or eleven years, says the *P. and T. Times*, the Club has been the centre of most of the amusements in the place, and the new administration will do well if they succeed in conferring as much enjoyment and solid comfort on the Members as the old "extortioners" have done in the past. The community, however, is to be congratulated on now having a Members' Club, even although it begins its career minus the site for the Skating Rink and Tennis Courts.

A BAZAAR in aid of the poor Chinese orphans of the "Anle" in St. Enfançe, under the patronage of His Excellency Sir William Robinson, will be held in the City Hall on Monday next at 2 o'clock in the afternoon. The major part of the needle and fancy work displayed will be the handwork of the orphans under the care of this institution. As is widely known, this organisation is doing a vast amount of good, and relieving a great number of poor Chinese children, giving them at the same time a sound education which enables them to earn for themselves as they grow up, that living for which otherwise they would have no chance of being fitted, and any aid which is given through the medium of this bazaar will be gratefully received. At the same time full value will be received by the donors in the articles purchased. This should induce be a large attendance.

THE *Army and Navy Gazette* throws out the following as a hint to our high and mighty naval authorities:—Whatever facts are established by the next war between two great naval Powers, one thing will undoubtedly be demonstrated, and that is that, other things being equal, victory will incline to that side which is the best equipped for the repair and renewal of its fleets. Whatever be the outcome of a naval engagement, it will assuredly leave both victors and vanquished unable to renew the struggle except with fresh ships and fresh men. This being so, it is not possible to overrate the importance of possessing facilities for rapidly and efficiently creating warships. This element of our reserve strength will be by no means the least potent factor in the consideration of our sea power when the day comes in which the attempt to wrest it from us will be made, and it is an element that is not sufficiently taken into consideration when comparisons are made between our naval strength and that of possible combinations that may arise against us.

THE resignation by Bishop Burdon of the Bishopric of Victoria, Hongkong, and of the Missionary Bishopric of South China, call to mind the fact that his predecessor, Bishop Alfred, still survives, though he was relieved by Bishop Burdon as long ago as 1874.

THE premises formerly occupied by the Horne Bazaar have been sold, according to our Shanghai morning contemporary, to Chinese for Tls. 100,000. We are further given to understand that the foreign block of houses known as Sans Souci Terrace has been sold to natives for Tls. 200,000.

It should have been stated in our report of the extraordinary meeting of Messrs. A. S. Watson & Co., Ltd., held yesterday, that the confirmatory meeting will be held on the 28th inst. instead of as was therein alleged. A notice to this effect will be found in our advertising columns.

OUR Yokohama *comrade* "Bole" calls the attention of Scotland Yard to the fact that catalogues of obscene books are received by well known business men in that community by post every week, and calls upon that department to abate the nuisance. He finishes by saying "an intimation is all that is required by Scotland Yard." Could we say the same of Hongkong?

VICTORIA REGATTA.

Thirty-Ninth Meeting.

President:—His Excellency Sir William Robinson, K.C.M.G.

Stewards:—Hon. E. R. Bellion, C.M.G.; Hon. J. J. Bell-Irving; Major Garnett Bofford, R.A.; Commodore G. T. H. Byles, R.N.; Hon. C. P. Chater; His Hon. The Chief Justice Sir John Clarke; R. Cocke, Esq.; G. B. Dodwell, Esq.; Major Faithfull, Hon. W. M. Goodman; R. M. Gray, Esq.; F. D. Humphreys, Esq.; W. E. Hunt, Esq., United States Consul; T. Jackson, Esq.; J. Kramer, Esq.; J. H. Lewis, Esq.; J. von Loeper, Esq., German Consul; St. C. Michaelson, Esq.; H. N. Mody, Esq.; Colonel Mulloy, R.E.; J. de Navarrio, Esq., Spanish Consul; Lieut. Colonel The O'Gorman; Surg. Colonel Preston; W. H. Ray, Esq.; A. G. Roman, Esq., Consul General for Portugal; A. Ross, Esq.; Hon. Commander R. Murray Rumsey, R.N.; Lieut. Colonel C. H. St. Paul, R.R.; D. R. Sarsion, Esq.; R. Shewen, Esq.; N. A. Sibley, Esq.; Herbert Smith, Esq.; Hon. J. H. Stewart-Lockhart; Hon. A. K. Travers; Commander Tunnard, R.N.; Hon. T. H. Whitehead; A. G. Wise, Esq.; A. Woolley, Esq.

Committee:—H. E. Wodhouse, Esq., C.M.G., Chairman; C. M. Adamson, Esq.; E. Bischoff, Esq.; G. L. Duncan, Esq.; R. F. Lammert, Esq.; Capt. D. F. MacCarthy, R.E.; W. Macdonell, Esq.; W. H. Potts, Esq.; M. A. Sousa, Esq.; W. Armstrong, Esq., Hon. Treasurer; E. D. Sanders, Esq., Hon. Secretary.

Judges of the Rowing Races:—R. K. Leigh, Esq.; Hon. Commander W. C. H. Hastings, R.N. Umpires and Starters:—W. H. Potts, Starter; Rowing Umpire, Hon. J. H. Stewart-Lockhart; Rowing, C. H. Grace, Esq.; Yachts, G. C. Anderson, Esq.; Open Sailing Boats, E. Burnie, Esq. Judge of the Sailing Races:—Commander Tunnard, R.N.

Time-keeper:—T. F. Hoagh, Esq.

FIRST DAY,—THURSDAY, 12TH DECEMBER, 1895.

The weather was rather unpropitious for this event, the strong wind and cold snapshat at not being such as to induce a large attendance. Nor was it calculated for the comfort of the rowing men, who were only too glad to get into great coats before and after the events. However, owing to the great interest taken in this branch of sport by all our residents quite a number of spectators assembled on the flagship as the afternoon wore on. The fine large ship

The start of this race was much delayed by the Secretary's boat not leaving the flagstaff till very late. A very good start was finally made, however, though *Thistle* soon fell into the rear. Passing the 1 mile boat *Victoria* had also fallen a boat's length to the rear, but she soon made this up. *Shamrock* then took the lead, and kept increasing it, while *Victoria* followed her closely to the half mile boat, after which she steadily lost way. At this point the order was *Shamrock* leading by four lengths, the *Victoria* followed about two lengths in the rear by *Kornblum* and *Leak*. Just about here *Kornblum's* crew became puffed and pulled out of the course. A start was made at the finish by *Thistle* for second place but this was unsuccessful. *Shamrock* won easily, seven lengths ahead of *Victoria*. *Thistle* a good third, with *Leak* well up.

Time, 2m. 55 sec.

LIGHT GIGS: open to European Non-Commissioned officers and men of any Regiment or Corps of the Garrison, or to European crews of any of H.M. Vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boats to be approved of by the Committee; time allowance 8 seconds per oar; four boats must start for 2 prizes; 1st prize, \$15; 2nd prize, \$5.

Rifle Brigade C Company, 6-oars:

Royal Engineers, 6-oars, *Royal Engineer*.
Royal Artillery, 6-oars, *5th Company*.
Victoria Emanuel, 6-oars, *Constance*.
Hongkong Police, 6-oars, *Peter*.

This was a very good race. The artillery boys started with a 44 stroke, which played them out before the finish, though in consequence they led the first half mile. The *Constance* soon fell to the rear, the other three boats keeping fairly level until close to the finish. The finish was run close between the *Engineers* and *Rifle Brigade*, the latter finally pulling off the honors by half a length, the *Peter* last.

Time, 7m. 21 sec.

SNARK BOATS: open to Chinese snark boats; distance, one mile. 1st prize, \$3; 2nd prize, \$1; 3rd prize, \$1; eight boats to start for 3 prizes.

Seven boats only started for this race, all from Yau-mai, and the excitement manifested by the contestants gave great fun to the spectators. Five of the boats were well together most of the race, but No. 7 won easily by two lengths. No. 2 second, one length ahead of the third snark.

LADIES' PRIZE: presented by the Ladies of Hongkong; for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

Station No. 2—White & Crimson, Sky Blue Sash.

A. Rose (bow) 91 1/2
W. A. Stapan (row) 11st 1/2
G. Molliott (row) 12st 1/2
J. B. Grimes (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 3—Red & White Hoops.

A. H. Barlow (bow) 10st 1/2
W. B. O. Stewart 11st 1/2
E. D. Sanders 12st 1/2
H. Skott (str.) 12st 1/2
A. A. Alves (cox) 91 1/2

Station No. 4—Red, Blue & Old Gold.

H. McPhail (bow) 10st 1/2
G. White 11st 1/2
C. Crispin 12st 1/2
J. M. Henderson (str.) 12st 1/2
G. L. Duncan (cox) 10st 1/2

Station No. 1—Navy Blue & White Sash.

J. M. E. de Carvalho (bow) 10st 1/2
T. Conson (row) 11st 1/2
G. H. Potts (row) 12st 1/2
C. G. Klink (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 5—Black, Pink Sash.

T. Meek (bow) 10st 1/2
F. Lammett (row) 11st 1/2
G. C. Hayward (row) 12st 1/2
R. F. Lammett (str.) 12st 1/2
G. A. Caldwell (cox) 91 1/2

There was considerable delay in starting this race, the boats dallying before coming to the line, and as a consequence there was a rather bad start. Nos. 1 and 2 having a half length lead. Very shortly, however, the lot got on even terms, but passing the *Whiters* No. 2 and the Dock crew had a slight lead which No. 2 lost in spite of the efforts of *Kornblum* and *Victoria*. The crew of *Kornblum* gave out on nearing the line, and that boat was rapidly passed. *Grimes'* crew won with ease by about 24 lengths, with *Shamrock* second, half a length in the lead of the Dock crew, which struggled hard to snatch the second honour. The prize was presented to the winning crew immediately after the race by Miss Black, her speech being suitably responded to by the stroke (*Grimes*) followed by three hearty cheers, and a tiger from his plucky crew. Time, 6m. 54 sec.

LIGHT GIGS: open to European Non-Commissioned officers and men of any Regiment or Corps of the Garrison, or to European crews of any of H.M. Vessels, or to European members of the Police Force; the boats to be approved by the Committee; distance, one mile; time allowed for oars, 8 seconds per oar; four boats must start for two prizes; the winning crew of 3rd race to be handicapped by the Committee; entrance, \$1; first prize \$15; second prize, \$5.

Hongkong Police, 6-oars, *Peter*.

Rifle Brigade C Company, 6-oars, *Peter*.
Royal Engineers, 6-oars, *Royal Engineer*.
Victoria Emanuel, 6-oars, *Constance*.

Four boats started in this race, the *Royal Engineer* being handicapped to seconds. The race finally resulted between the *Engineers* and the Police, the former coming in 4 seconds ahead, so that the race was awarded to the Police by 6 seconds. The other boats struggled in.

BROOKLYN CUP: (for double sculls); distance, one mile; entrance \$5; to be rowed in boats the property of the Victoria Recreation Club.

Station No. 1—Black & Pink Sash.

C. G. Klink (bow) 91 1/2
F. Lammett (row) 11st 1/2
G. A. Caldwell (cox) 91 1/2

A very good start was made in this race, at 4-30, but the *Maud* soon showed to the front, and gradually increased her lead. *Lammett* and *Grimes* were evidently pumped, and rapidly fell behind, keeping ahead, however, of the crew of the *Ly*, which made no show at all. The *Maud* won by over a dozen lengths. Time, 8m. 6 sec.

CHINESE CUP—Four Oars—For members of the same profession, crews to be submitted to the Boat-House Committee. To be rowed in boats the property of the Victoria Recreation Club. Distance, One Mile. Entrance, \$10.

Shamrock.

Station No. 3—Red & White Hoops.

J. C. Cameron (bow) 10st 1/2
E. D. Sanders 11st 1/2
A. H. Barlow (str.) 12st 1/2
G. A. Caldwell (cox) 91 1/2

Thistle.

Station No. 2—Red & White Hoops.

J. B. Grimes (bow) 10st 1/2
E. Thobert 11st 1/2
E. Blissett 12st 1/2
H. Skott (str.) 12st 1/2
F. W. White (cox) 91 1/2

Victoria.

Station No. 1—Red, Blue & Gold.

H. McPhail (bow) 10st 1/2
G. White 11st 1/2
C. Crispin 12st 1/2
J. M. Henderson (str.) 12st 1/2
G. L. Duncan (cox) 10st 1/2

The Bank crew got a slight lead, but this race was very even for three quarters of a mile. The Dock crew succeeded in leading for a short distance at the half mile boat, but this exhausted their strength, and they gradually fell behind. At the last quarter the *Mc* came out nearly a length ahead, but when 200 yards from the finishing line the Bank crew put on a spurt and managed to win by one quarter of a length from the Merchants who lost by carelessness. This was the best contested race of the day.

SAILING RACE in 2 classes (Y.R.A. Handicap); for partially decked boats, 1st prize, a cup; entrance \$4. Course, nine miles.

A. D. Nelson's *lug Eric* 1
T. W. Lammett's *lug Mitor* 2
J. Mackie's *lug Princess* 3
Lieut. W. H. Carey's cut *Arrow* 4
Morton Jones' *lug Petrol* 5
R. E. J. Payne's 6
Capt. Sterling's *lug Stella* 7
J. Hastings' *lug Ladybird* 8
Hon. Lee Dillon's *lug Ellen* 9
C. H. Gale's *lug Sea* 10
Surg.-Maj. Westcott's *lug Sea Breeze* 11

The *Arrow* came in first in this race, but on account of a foul was disqualified. She made the course in 3h. 08m. 03sec. but gave 8m. 28sec. to her opponents. The *Eric*, the second boat, to whom the race was awarded, covered the course in 3h. 11m. 18sec., while the *Mitor*, which took second honors, occupied 3h. 14m. 45sec. to cover the course and *Sea*, the third, 3h. 18m. 50sec.

SECOND DAY, FRIDAY, 13TH DECEMBER, 1895.

LIGHT GIGS: open to regular Chinese crews of the same Hong or Office boats, must carry a European coxswain; distance one mile. Time for oars, 8 seconds per oar; first prize, \$10; and prize \$5; winner of No. 4 race first day excluded; boats to be passed by the Committee.

INTERNATIONAL CHALLENGE CUP: for four oars. Cup presented by the late J. S. Lowry, Esq., to be held by the winning crew for one year; but to remain the property of the Club; distance, one mile and a-half; entrance \$10; to be rowed in boats the property of the Victoria Recreation Club.

Station No. 1—White, Crimson and Sky Blue Sash.

A. H. Barlow (bow) 10st 1/2
W. B. O. Stewart 11st 1/2
E. D. Sanders 12st 1/2
J. B. Grimes (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 2—Black, White and Red.

F. Lammett (bow) 10st 1/2
E. Thobert 11st 1/2
E. Blissett 12st 1/2
R. F. Lammett (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 3—Black, White and Red.

F. Lammett (bow) 10st 1/2
E. Thobert 11st 1/2
E. Blissett 12st 1/2
R. F. Lammett (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 4—Red, Blue & Old Gold.

H. McPhail (bow) 10st 1/2
G. White 11st 1/2
C. Crispin 12st 1/2
J. M. Henderson (str.) 12st 1/2
G. L. Duncan (cox) 10st 1/2

Station No. 1—Navy Blue & White Sash.

J. M. E. de Carvalho (bow) 10st 1/2
T. Conson (row) 11st 1/2
G. H. Potts (row) 12st 1/2
C. G. Klink (str.) 12st 1/2
F. W. White (cox) 91 1/2

There was considerable delay in starting this race, the boats dallying before coming to the line, and as a consequence there was a rather bad start. Nos. 1 and 2 having a half length lead. Very shortly, however, the lot got on even terms, but passing the *Whiters* No. 2 and the Dock crew had a slight lead which No. 2 lost in spite of the efforts of *Kornblum* and *Victoria*. The crew of *Kornblum* gave out on nearing the line, and that boat was rapidly passed. *Grimes'* crew won with ease by about 24 lengths, with *Shamrock* second, half a length in the lead of the Dock crew, which struggled hard to snatch the second honour. The prize was presented to the winning crew immediately after the race by Miss Black, her speech being suitably responded to by the stroke (*Grimes*) followed by three hearty cheers, and a tiger from his plucky crew. Time, 6m. 54 sec.

LIGHT GIGS: open to European Non-Commissioned officers and men of any Regiment or Corps of the Garrison, or to European crews of any of H.M. Vessels, or to European members of the Police Force; the boats to be approved by the Committee; distance, one mile; time allowed for oars, 8 seconds per oar; four boats must start for two prizes; the winning crew of 3rd race to be handicapped by the Committee; entrance, \$1; first prize \$15; second prize, \$5.

Hongkong Police, 6-oars, *Peter*.

Rifle Brigade C Company, 6-oars, *Peter*.
Royal Engineers, 6-oars, *Royal Engineer*.
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Four boats started in this race, the *Royal Engineer* being handicapped to seconds. The race finally resulted between the *Engineers* and the Police, the former coming in 4 seconds ahead, so that the race was awarded to the Police by 6 seconds. The other boats struggled in.

BROOKLYN CUP: (for double sculls); distance, one mile; entrance \$5; to be rowed in boats the property of the Victoria Recreation Club.

Station No. 1—Black & Pink Sash.

C. G. Klink (bow) 91 1/2
F. Lammett (row) 11st 1/2
G. A. Caldwell (cox) 91 1/2

A very good start was made in this race, at 4-30, but the *Maud* soon showed to the front, and gradually increased her lead. *Lammett* and *Grimes* were evidently pumped, and rapidly fell behind, keeping ahead, however, of the crew of the *Ly*, which made no show at all. The *Maud* won by over a dozen lengths. Time, 8m. 6 sec.

CHINESE CUP—Four Oars—For members of the same profession, crews to be submitted to the Boat-House Committee. To be rowed in boats the property of the Victoria Recreation Club. Distance, One Mile. Entrance, \$10.

four boats must start for 2 prizes; winners of 3rd and 6th Race first day and 3rd Race and 2nd day to be handicapped by the Committee; 1st prize, \$15; 2nd and 3rd prize, \$5.

Station No. 1—Black, Orange Sash.

H. W. Kennett (bow) 10st 1/2
E. E. Deacon 11st 1/2
P. Hyndman 12st 1/2
F. Silva-Netto (str.) 12st 1/2
R. F. Lammett (cox) 91 1/2

Station No. 2.

A. E. Alves (bow) 10st 1/2
T. Meek 11st 1/2
C. Crispin 12st 1/2
A. A. Alves (str.) 12st 1/2
J. B. Grimes (cox) 91 1/2

Station No. 3—Navy Blue and White Sash.

J. M. E. de Carvalho (bow) 10st 1/2
T. Conson (row) 11st 1/2
G. H. Potts (row) 12st 1/2
C. G. Klink (str.) 12st 1/2
F. W. White (cox) 91 1/2

Station No. 4.

H. E. Hayward (bow) 10st 1/2
F. H. Kew 11st 1/2
F. M. Roza Pereira 12st 1/2
T. Conson (str.) 12st 1/2
F. Lammett (cox) 91 1/2

Station No. 5.

H. McPhail (bow) 10st 1/2
G. White 11st 1/2
C. Crispin 12st 1/2
J. M. Henderson (str.) 12st 1/2
G. L. Duncan (cox) 10st 1/2

SAILING RACE: for all open boats; any rig; Chinese owned boats excluded; entrance \$3; 1st prize, \$25; winner of this race on the first day to be awarded 5 minutes; course nine miles. Post Entries.

SAILING RACE (Handicap) by Committee of Royal Hongkong Yacht Club: for partially decked boats not exceed 16 rating Y.R.A. measurement. First Prize, Cup; Second prize, Cup.

M. Jones *lug Petrol*.
R. E. J. Payne.
Dr. Lowson's *lug Dart*.
Capt. Sterling's *lug Stella*.
J. Hastings' *lug Ladybird*.
A. Denison's *lug Ellen*.
T. W. Lammett's *lug Mitor*.
J. Mackie's *lug Princess*.
Hon. Lee Dillon's *lug Ellen*.
C. H. Gale's *lug Sea*.
Surg.-Maj. Westcott's *lug Sea Breeze*.
N. J. Ede's cutter *Zephyr*.
J. V. V. Vernon's cutter *Dolphyn*.
Lieut. Carey's cutter *Arrow*.
W. H. Wickham *lug Pearl*.
Capt. Simmonds' cutter *Mantelpiece*.

TIPS.

"Ole Coxie" sends the following tips for to-morrow's races:

INTERNATIONAL.—This race sets between the Irish and Scotch crews. Both stand an equal chance, all depending upon the effects of the cold and its antidotes.

GERMAN CUP.—R. F. Lammett's crew. *TUB SCULLS.*—P. Hyndman.

GRIFFIN'S CUP.—A. A. Alves' crew.

We are asked to state that the Secretary's launch for the Regatta will leave Murray Pier and the Star's launch New Peddler's wharf, to convey members on board the Flagship, at noon to-morrow.

RUSSIA AND PORT ARTHUR.

(FROM OUR SPECIAL CORRESPONDENT.)

Vienna, Nov. 6th.—I have had an interesting conversation with a well-known Russian statesman respecting Russia's policy in the Far East. He was the only person among three officials whom I visited who consented to discuss the subject at all, and even he refused to confirm or deny the rumours concerning the alleged secret treaty between China and Russia. This, however, I consider to be merely a secondary matter, in view of the indisputable facts that Russia is now concentrating her entire attention and energy upon the Far East, conscious that her European interests are meanwhile taking care of themselves; that in this she is warmly supported by France, as her friend and ally, and by Germany, who ardently desires to see Russia occupied anywhere outside of Europe; that Russia's intention is to chloroform and protect China and Korea, as she chloroformed and nursed Persia and Bokhara; that she is desirous and certain to acquire a naval station in the Pacific; and that the final results of this policy, if successful, must prove utterly disastrous to England, because our basis of maritime operations will be too far removed from the scene of action, and because the balance of power in Asia will be completely upset, and this will mean Russia actually and formally annexing any portion of China.

Nothing short of the most energetic measures taken by our Government at once, and before the completion of the Siberian Railway, can possibly safeguard the vital interests of the British Empire in Asia.

My interlocutor opened the conversation as follows: "England is playing the same game in the Far East as in Europe. You have English newspapers in Constantinople and English missionaries in Roberts College, and you have missionaries and Anglo-Chinese newspapers in Peking, Tientsin and Shanghai. The journal *Shanghai Daily News* is incessantly agitating against Russia. Yet if we move hand or foot, or if it is only rumoured that we intend to move, you cry 'Fire! Meider!'"

"But many of the missionaries, both in Turkey and Europe," objected I, "are your friends—the Americans."

"Oh! yes," he rejoined, "the Americans are our friends in Europe; they were especially zealous in taking our part against our own Jews when we needed no outside help but in the Far East they are our enemies or rivals. Read the book written by Griffith on Corea, and you will perceive their spite. That is why Li Hung Chang could advise the Corea King to cultivate the friendships of the United States as a protection against insatiable Russia. We are obliged to keep a sharp look-out in the Far East."

"Yes," I remarked, "but a sharp look-out is one thing, and a rumoured entrenchment of Manchuria is another."

"Nonsense," exclaimed the statesman. "In politics, as in private life, one must be reasonable. People seem very unreasonable to suppose that we possess rights in Manchuria, according to us by a Chinese-Russian treaty concluded long before the late war—rights that have never been exercised. Thus, we have the right of establishing a Russian Commercial Navigation Company, for the purpose of opening up trade along the country waters by the main artery of Manchuria, and you know, the main artery of Manchuria, and navigable for over 2,000 vessels. We can have steamers built by a private Russian company or by the Government, and hand them over to the private company, as we think fit. Now, that clause in the treaty is nearly everything which has caused the outcry against us now in England. If we invest our capital in steamers for the navigation of the Soongaree River we shall do so for mercantile purposes, and these cannot be obtained without railways, also intended for commercial purposes. Now, why should not we who find the capital and are bent on developing China's resources have the management of these railways? Would you have us call in Englishmen to do the business for us? You must also remember that China is an independent State, who can choose her own friends and manifest her friendship as she will. It also allows us to continue the Siberian Railway from Nertschinsk to Tientsin and on to Vladivostok, so much the better for all the world, because railways hold high rank among civilizing influences, and it should not be forgotten that long ago the Siberian Railway Committee declared it desirable to request China to allow two lines of railway to run through her territory, one from Tientsin to the Gulf of Liaotung, the other through Mongolia to the central part of China. All these suggestions were made public at the time, and nobody cried out against them. Now that China and Russia have become genuine friends an outcry is raised of which sensible people should be ashamed."

This was all the information I received from the statesman. I feel absolutely and reasonably convinced that if the alleged secret treaty has not been actually concluded it will be, and in any case, for years to come, the centre of gravity of the so-called Oriental Question will be found in the Far East where Japan is our natural ally. I called on an Austrian statesman, who requested his opinion on the Russo-Chinese Treaty relative to certain privileges accorded to Russia in the peninsula of Liaotung. He replied, "I regret I have not given special attention to this particular aspect of the question; but I may say that I feel satisfied that the peace of Europe has been secured for any time the cost of certain gradual and peaceful changes in the Extreme Orient. Austro-Hungary has no reason to be dissatisfied with this arrangement, nor has Germany, who prides herself on having assisted to it before France. It is, therefore, long time for England to endeavor to coax Germany to pull the chestnuts out of the fire for her. England's interests in the matter are wholly different from those of the rest of Europe, and she will find no ally here. Japan is her natural ally. My own personal opinion is that the China-Japanese war marks the beginning of a new era in the politics of the world. It may be that, in the long run, the interests of Central Europe prove practically identical with those of England; but that time is far off, and statesmen cannot afford to take long views."—*London Daily Telegraph*.

THE IMPERIAL EXACTION.

WHAT HONGKONG SHOULD DO.

SINGAPORE, December 4th.

Our Hongkong telegram of to-day indicates plainly that before very long the question of the Imperial Exaction there—as it will continue to be called until the amount of contribution is left to the entirely untried discretion of the Legislative Council of Crown Colonies—has become an acute phase. It was practically left to this Colony to bear the burden of the fight until a quite arbitrary and literally unprincipled extortion gave place to the adoption of the automatic operation of a principle based upon our ordinary revenues. Difference of opinion there might be, and as to the ratio of adjustment; but the automatic method, none, as to the extraneous liabilities for lands, barracks and buildings, we have suspended hostilities for the sufficient reason that the milk has been split already, and we stand comparatively committed to completion. Having done so much for the sake of peace, we have come to the end of all concession; the first sign of any resumption of pretence for supplementary levies on our revenues will, we are confident, be met in a very different manner than that milk-and-water plan of campaign that dragged lightly insipid through tedious years before the needed move was made to have no more complicity or connivance with the crime of personally aiding in local government under such circumstances. In Hongkong things stand differently. Hongkong has, thanks to us, gained at least this: that any Imperial contribution should be in a fixed ratio to annual revenues. But Hongkong asks, properly, that before any such application of the principle be put into force, the strictly municipal heads of the budget be eliminated from calculation. That not only should, but must, be fought for. There is no honest vindication possible for any contention to the contrary. And Hongkong will be well advised to do anything rather than capitulate on this point. We would not advise at this early stage a repetition to proceed to London and deal with the Secretary of State, as the colonies are in a personal interview. But personal interviews have often a wonderfully educative effect. The art of personal persuasion is well understood in America. If Mr. Chamberlain has been so much occupied with other matters as to allow an Under Secretary of State to say on his behalf that Hongkong municipal funds are to come into the revenues that are to be taxed for Imperial purposes, it must be a mistake of Hongkong to suppose that he makes a mistake of a very grave character. Again as to the barracks scheme, the opportunity is yet given to Hongkong to put its foot down at the verge of the link to which the Colony is prepared to go. A sum of \$40,000 is asked for on account in the Budget for 1896 and the Governor of that Colony is a little anxious to put into operation the same advice that we saw carried out here—the asking for a nominal vote pending the settlement of matters in dispute by correspondence. We are glad to see that Mr. Whitehead has come back to Hongkong in a fine fighting mood. It must be his duty so to stiffen his more pliable colleagues amongst the unofficials that they are prepared to act when the chance comes and need of it is demonstrated, with vigor and promptness. Even although, unfortunately for our own self-respect, there were *tabulae* in this Colony when the crisis came, the world outside knew nothing of them. They were effaced, and it was only the action of the Singapore *men* that attracted notice, earned approbation, and produced the desired effect. But Hongkong has a reputation for public spirit; we feel convinced that when a good square issue declares itself that spirit will rise to the requirements of the occasion.—*Free Press*.

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Amusements.

HONGKONG SWIMMING CONCERT CLUB.
THE FIRST CONCERT OF THE SEASON will be given in the CITY HALL on SATURDAY EVENING, 13th, at 9.15 P.M.
Major G. K. MOORE in the Chair.
MEMBERS who have not yet got their tickets should apply for them not later than THURSDAY 11th, at Mr. T. WRIGHT, Hon. Sec., 11, Upper Circular Road, or to JAMES A. LOWSON, Hon. Sec., 10th December, 1895. [1724]

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB will give TWO PERFORMANCES of ARTHUR W. PINERO'S Popular Farce "DANDY DICK."

ON THURSDAY, 26th December, 1895, SATURDAY, 28th December, 1895, Commencing each evening at 9 P.M. precisely.
Messrs. C. H. GRACE, V. A. C. SAR-HAWKINS, R. HURNEY, F. CLARK, S. L. DAWD, A. S. C. MANNERS and W. S. FROWD, Mrs. J. ANDERSON, Mrs. V. A. C. SAR-HAWKINS, Miss M. DICK-MILBOURN and Miss ALFRED WROTHESLEY.
TICKETS can be obtained at the Theatre Royal, City Hall, on and after THURSDAY, the 12th December.
Bookings Office open each day from 10 A.M. to 4 P.M.
Prices \$3.00, \$2.00 and \$1.00.
Late Trains 15 minutes after each Performance.
Hongkong, 12th December, 1895. [1743]

Notice of Firms.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE.

FROM THIS DATE, during the absence of Mr. JAS. B. COUGHTRY from the Colony, Mr. GEO. I. TOMLIN has been appointed ACTING SECRETARY to the Company.
A. MCCONACHIE, Chairman.
Hongkong, 12th December, 1895. [1703]

NOTICE.

MY BROTHER, HENRY HUMPHREYS, Manager of the HONGKONG & SHANGHAI STEAMSHIP COMPANY, has been appointed to the position of General Manager of the HONGKONG & SHANGHAI STEAMSHIP COMPANY, and I, HENRY HUMPHREYS, have been appointed to the position of General Manager of the HONGKONG & SHANGHAI STEAMSHIP COMPANY.
HONGKONG, 12th December, 1895. [1672]

NOTICE.
MR. HENRY MOULLA NOOROO, who has been appointed to the position of General Manager of the HONGKONG & SHANGHAI STEAMSHIP COMPANY, is authorized to sign and conduct the Management of My Firm here and at the Colonies from this date.
JAFERUDIN LUDHIANOVY CHUTTOO.
Hongkong, 12th December, 1895. [1721]

To Let.

DWELLING HOUSES.
OFFICES, FLOOR No. 7, PRAYA ROAD, lately occupied by Mr. HOLLIDAY, WISE & Co.

THE HONGKONG LAND INVESTMENT COMPANY, LIMITED.
Hongkong, 12th December, 1895. [1717]

Shipping.

TELEGRAPHIC CABLES.
Canada I. G. Moore will be despatched for the above Port TOMORROW, the 13th instant, at 3 P.M.
For Freight or Passage, apply to J. S. VAN BUREN, Sons & Co., Agents.
Hongkong, 9th December, 1895. [1711]

"BEN" LINE OF STEAMERS.
FOR KOBE.
(Calling at NAGASAKI if sufficient inducement offers.)
THE Steamship
Captain Sacher, will be despatched as above on SATURDAY, the 14th instant.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th December, 1895. [1735]

"WARRACK" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
THE Steamship
Captain Williamson, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 18th instant, at Noon.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 9th December, 1895. [1356]

"SHELL" LINE OF STEAMERS.
FOR HAVRE, LONDON AND HAMBURG.
THE Company's Steamship
Captain Hocken, will be despatched as above on or about the 27th instant.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 10th December, 1895. [1736]

"TEVIOTDALE."
Captain Gordon, shortly expected, will load here for the above Ports, and will have quick despatch.
For Freight, apply to SH. WAN & Co., Agents.
Hongkong, 4th November, 1895. [1115]

Intimations.

THE KEY-NOTE STRUCK

BY
WATKINS
TOP NOTE PRODUCERS.
(VOCAL LOZENGE.)

BALSAMIC COUGH LINCTUS.

CURES COUGHS AND COLDS.

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG AND SOERABAYA.
THE Steamship
"WHAMPOA,"
Captain Newcombe, will be despatched TOMORROW, the 13th instant, at Daylight.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th December, 1895. [1733]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Hodgins, will be despatched for the above Ports TOMORROW, the 13th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 12th December, 1895. [1745]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ULYSSES,"
Captain Lapse, will be despatched as above TOMORROW, the 13th instant, at 10 A.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th December, 1895. [1630]

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers *Strathclyde* and *Glenyle*.)
THE Steamship
"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above Port TOMORROW, the 13th instant, at Noon, instead of as previously advertised.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 12th December, 1895. [1223]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Steamship
"CHANGSHA,"
Captain Williams, will be despatched on SATURDAY, the 14th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th December, 1895. [1734]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"VINDOBONA,"
Captain C. Belen, will leave for the above places on or about SATURDAY, the 14th instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 7th December, 1895. [1703]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship
"GLAMORGANSHIRE,"
Captain Vyvyan, will be despatched as above on or about SUNDAY, the 15th instant.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 7th December, 1895. [1704]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship
"TROCAS,"
Captain F. C. Barry, will be despatched as above on or about the 15th instant.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 5th December, 1895. [1690]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA PORTS OF CALL.
THE Company's Steamship
"MOYUNE,"
C. Kemp, Commander, will be despatched as above on or about the 19th instant.
For Freight and/or Passage, apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 9th December, 1895. [1712]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers *Strathclyde*, *Glenyle* and *Monmouthshire*.)
THE Steamship
"BENGLOE,"
Captain Thomson, will be despatched for the above Port on or about MONDAY, the 17th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 13th November, 1895. [1691]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TELAMON,"
Captain T. Purdy, will be despatched as above TOMORROW, the 13th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th December, 1895. [1648]

FOR SHANGHAI (DIRECT).
THE Steamship
"CHINGPING,"
Captain Blake, will be despatched for the above Port on SATURDAY, the 14th instant, at 5 P.M.
For Freight or Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 11th December, 1895. [1746]

SAILING VESSELS.
FOR NEW YORK.
THE 3 1/2 A.L. American Ship
"JOHN R. KELLEY,"
Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, 21st November, 1895. [1609]

FOR NEW YORK.
THE 3 1/2 A.L. American Ship
"EMILY F. WHITNEY,"
Partons, Master, shortly expected from SHANGHAI, will load here for the above Port, and will be despatched by end of December.
THE 100 A. Steel & Mastel Barque
"TORRISDALF,"
Buchanan Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 21st November, 1895. [1609]

FOR SAN FRANCISCO.
THE 100 A. L. British Ship
"BRODICK CASTLE,"
Ferguson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Agents.
Hongkong, 5th December, 1895. [1692]

Consignees.

NOTICE TO CONSIGNEES.
S. S. "ARDANDEARG,"
FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.
Hongkong, 12th December, 1895. [1740]

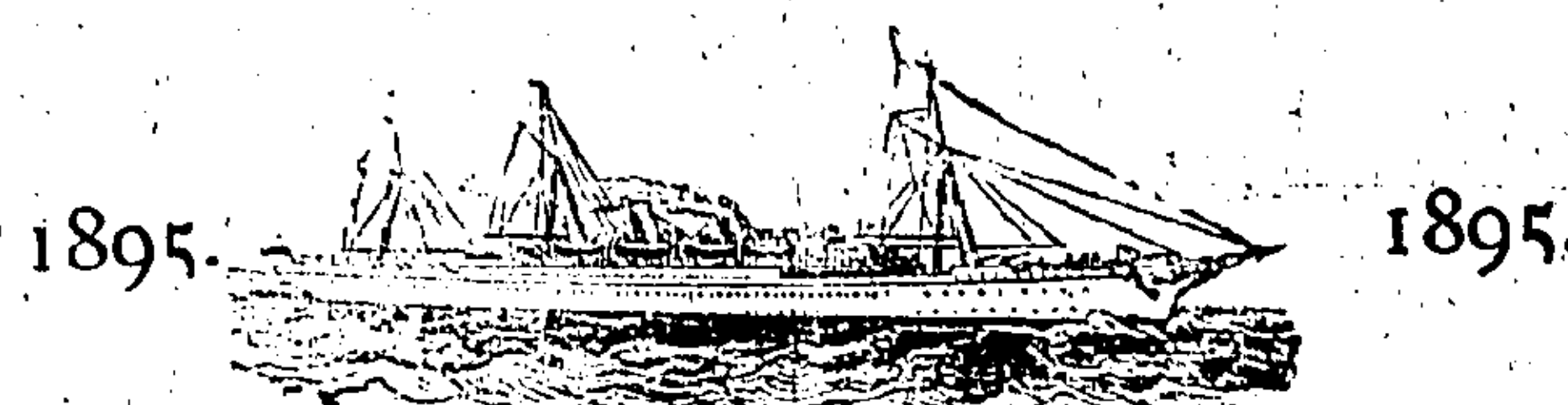
PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship "PERU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 10th December, 1895. [1738]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENLEDI,"
FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th December, 1895. [1738]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 25th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd January, '96.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February, '96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
CIRCULAR PASSENGER TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, *Pacific's Street*. [13]

Hongkong, 26th November, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.
AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, 26th Dec., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, 14th Jan., at Noon, 1896.
Doric (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 1st Feb., at Noon.

THE U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Peru (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, 17th Dec., at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 4th January, at Noon, 1896.
City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, 25th January, at Noon, 1896.

THE U. S. Mail Steamship
"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 17th Dec. at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 6th December, 1895. [1738]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1895. [1691]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Hankow ... 13.504 Tuesday ... 12 Dec. 24.
Tacoma ... 1.549 Tuesday ... 1 Jan. 14.
Victoria ... 1.167 Tuesday ... 1 Feb. 11.
Hankow ... 1.394 Tuesday ... 1 Mar. 10.
Tacoma ... 1.249 Tuesday ... 1 April 7.

THE Steamship
"HANKOW,"
Captain Orr, sailing at Noon, on TUESDAY, the 24th December, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE AND YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 4th December, 1895. [1704]

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALB.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Sachsen ... Monday ... 16th Jan.
Karlshafen ... Monday ... 3rd Feb.
Prins Heinrich ... Tuesday ... 1st March.
Prinzess ... Tuesday ... 1st March.
Sachsen ... Tuesday ... 12th April.
Karlshafen ... Tuesday ... 12th May.
Prins Heinrich ... Tuesday ... 12th June.

ON MONDAY, the 6th day of January, 1896, at 3 P.M., the Company's Steamship "SACHSEN," Captain H. Spricker, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 4th Jan. Cargo and Specie will be received on board until NOON on MONDAY the 6th Jan., and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 5th Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 12th December, 1895. [1713]

Intimations.

DENTISTRY.

MR. SUI SANG,
(Lately Practising with Dr. L. SARATA),
DENTIST,
No. 55, Queen's Road Central.
Hongkong, 2nd November, 1895. [1562]

SIEN TING.

SURGEON DENTIST,
No. 10, DAGUILLAR STREET,
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1895. [1518]

DENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

MR. WONG TAI FONG,
Surgeon Dentist,
Formerly attached to the Government, and latterly assistant to Dr. ROBERTS,
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).
CONSULTATION FREE.
Hongkong, 27th July, 1895. [1724]

Printed and Published by CHESNEY DUNCAN at No. 6, Folders' Hill, in the City of Victoria, Hongkong.